

# Salary Study 2013



An indication of better times to come was the fact that all static display space at the 2013 European Business Aviation Conference & Exhibition (EBACE) was sold out. More than 50 in-production turbine-powered aircraft were on display. Pilatus had a mockup of its new twin-jet PC24, Bombardier announced its Challenger 350 and the order book for Gulfstream's G650 got even fatter.

## **Flightcrew 2013 salaries up slightly in big bizjet ops, fairly flat for supermidsize, down for midsize and light. Expanded use of workhorse and special mission aircraft offers pilots new opportunities.**

### **Pro Pilot Staff Report**

**P**lanet Earth is 2/3 water and 1/3 land. People need to fly to get over the oceans and to save time on any trip of sizable length. Flying is the most efficient way to travel over our globe. A recent transportation research paper states that the number of airline passengers will double in the next 15 years.

Granted, business aviation is still used by only a small minority of the global population, but to do business around the world executives need to fly. While we still have a sluggish economy in the US and in Europe, China and other parts of Asia along with India, Brazil and Russia are strongly embracing business aviation. And there is, according to financial sources, more pent-up capital currently held by major manufacturers than ever before. So buying power for new business aircraft is out there. And our feeling here at *Professional Pilot* magazine is that business aircraft purchasing will pick up. Spurring that on is the rapid increase in technical advances in aircraft design, air traffic control and the avionics aircraft use. Also, flying in company aircraft has become increasingly accept-

able around the globe as the way of doing business. So here at *Pro Pilot* we do see a better future for business aviation with more aircraft being sold and more pilot opportunities coming.

But what about today? Today is tough—no doubt about it. As we tallied up the returned *Pro Pilot* Salary Study questionnaires we saw only slight increases—more of them with the intercontinental aircraft such as the Gulfstreams, Globals, Airbus CJs, BBJs and other long-range over-ocean aircraft including the Embraer Legacies, Dassault Falcon 900s and 7Xs. Less pay increases showed up for pilots flying Citations, Hawkers and Challengers, and fairly flat salaries also for pilots flying the smaller jets and turboprops.

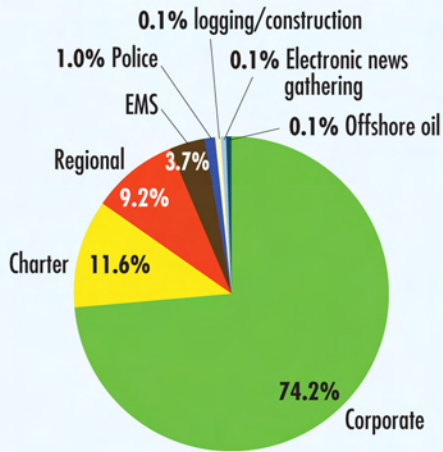
However, the turboprops and helicopters have another attraction. TPs and helos are having a resurgence in sales along with a need to recruit pilots to fly them. That's because TPs and helos are in increasing demand as workhorse and special mission aircraft.

Up at the top with long-range corporate executive aircraft we found salaries rose this year by about 2% and in some instances more. Increased

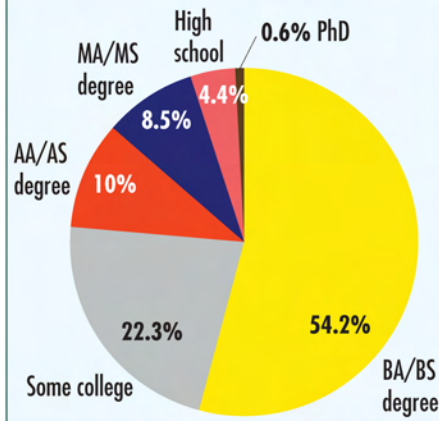
bonuses were also paid. With the weakening of the dollar in the US we found that foreign pilot salaries, when measured in dollars, were up. Charter salaries were pretty flat. Then as we went down through the supermidsize, midsize and light jets being flown for business use the pilot salaries were about on a par with 2012 and there were even some dips.

There's no doubt that having a helicopter license is a good investment. Fixed and rotary wing cross trained pilots earn more money than those without cross training and they have more opportunities for good pilot flying jobs. More and more of the large corporate flight departments are becoming mixed fleets with both long-range jets and sophisticated helicopters so that the top executives can go all the way by air and not crawl along on the highways smothered in the ever-growing population of cars that choke the roads. We're not building more major long-runway airports so helicopters and forthcoming V/STOL machines such as tiltrotor are sure to become more necessary with urban close-in airports and heliports becoming the rule. Of course offshore oil has become a major attraction

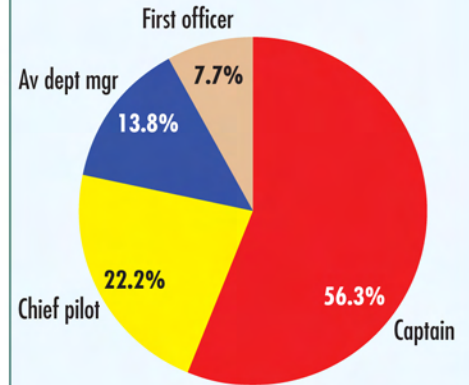
### Responses by use of aircraft



### Responses by level of education



### Responses by position



worldwide and companies like PHI and Bristow are buying new 16 to 19 pax helicopters and are looking for pilots to operate their new rotary-wing acquisitions.

Although you can't always pick your industry, the pharmaceuticals and those companies doing anything with foodstuffs, energy production and basic human living have the long-term solid flight departments. Intelligent executives see the value of corporate flight departments, select top-of-the-line aircraft and look for pilots who will stay with their companies.

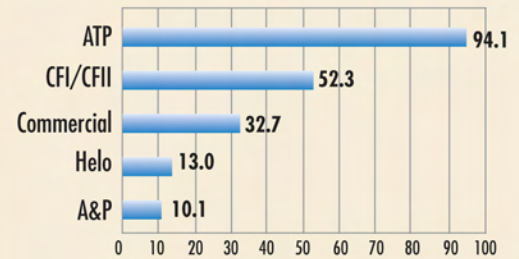
Education pays off. Eventually the day comes when a younger pilot replaces the older one. But that older pilot, if wise when young, has built up a useful education so that he can have another good-paying position in the company. If the well-trained pilot also has other skills and talents, wise management will keep him employed in a rewarding pursuit, either still in the flight department or in a related area.

Geographical areas, cross training, additional company duties, managerial responsibilities, extra type ratings, flight instruction of other pilots, a lot of hours and years of seniority all add up to make a difference when those paychecks are handed out.

What we give you in this annual *Pro Pilot Salary Study*—that we've done now for 41 years—are basic figures in US dollars by aircraft types without bonuses, overtime or other benefits and before taxes. Know, therefore, that we average out a group of pilots who are within our measured standards and that when we show the low, median and high salaries, we aren't averaging salaries for pilots who fly for celebrities or other superachievers.

Use what we have in this 2013 *Pro Pilot Salary Study* as a guide and we hope your salary is at the top in your aircraft category and not at the bottom. Thanks for your participation in this survey. We appreciate receiving your input and comments for the benefit of all *Pro Pilot* readers. □

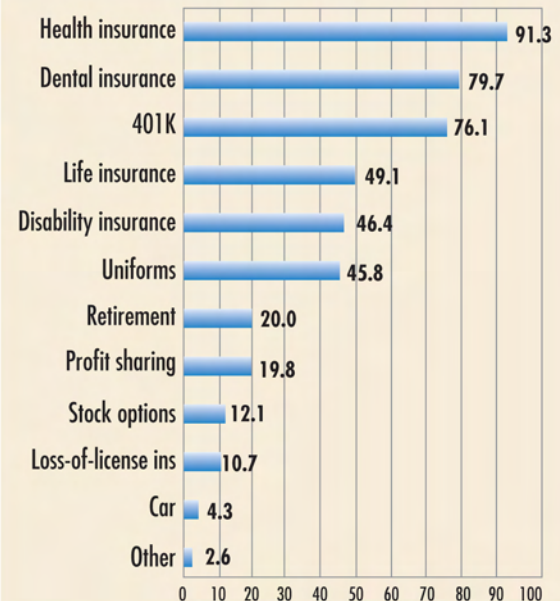
### Responses by licenses held %



### Responses by achievements %



### Responses by company benefits %



### Methodology

This is the 41st year that *Pro Pilot* has conducted our Salary Study by aircraft type, matching compensation to specific fixed and rotary wing aircraft models. During Apr 2013 a targeted mailing of 7031 survey forms was sent out to a random selection of qualified *Pro Pilot* subscribers. A total of 1242 survey forms, representing an 18% return, came back by the May 9 cutoff date.

After review a total of 915 survey forms were accepted as being prop-

erly filled out by qualified respondents. A total of 327 forms were disqualified due to inconsistencies, errors, lack of information or lateness. Some also came from part-time or contract pilots.

Each form was reviewed carefully to ensure reliability of data. *Pro Pilot* also received and compared salaries provided by various flight departments, pilot placement agencies and such activities as FAPA.aero, scheduled airlines and US Government. □

# 2013 US Salary Study



As the manager of an av dept operating a Gulfstream G650 under Part 91, you can earn an annual high of \$259,000, average \$198,000 or low \$142,000. A chief pilot flying this aircraft can be paid a high of \$218,000, an average of \$185,000 or a low of \$134,000.

<b>Corporate jet</b>			
	Average	Low	High
<b>Aviation dept mgr</b>			
<b>Heavy intl jets</b>			
Airbus ACJ318/319	192,000	147,000	258,000
Boeing 727	179,000	120,000	197,000
Boeing 737/BBJ	189,000	145,000	256,000
Challenger 600/601	163,000	115,000	235,000
Challenger 604/605	175,000	120,000	241,000
Falcon 7X	185,000	127,000	251,000
Falcon 900/900EX	181,000	125,000	244,000
Global Express/Global 5000	192,000	143,000	251,000
Gulfstream IV/G450	185,000	135,000	245,000
Gulfstream V/G550	195,000	138,000	254,000
Gulfstream G650	198,000	142,000	259,000
<b>Large jets</b>			
Falcon 2000/2000EX	156,000	126,000	215,000
Gulfstream II	125,000	110,000	166,000
Gulfstream III	135,000	120,000	177,000
<b>Supermidsize jets</b>			
Challenger 300	147,000	123,000	167,000
Citation X	155,000	125,000	210,000
Embraer Legacy	136,000	113,000	152,000
Falcon 50/50EX	147,000	105,000	205,000
Gulfstream Galaxy/G200/G280	133,000	109,000	155,000
Hawker 4000 (Horizon)	144,000	126,000	167,000
<b>Midsized jets</b>			
Citation III/VI/VII	120,000	89,000	146,000
Citation Excel	115,000	95,000	141,000
Citation Sovereign	125,000	93,000	153,000
Falcon 20/200	102,000	82,000	130,000
Gulfstream G100/G150/Astra	114,000	92,000	146,000
Hawker 600/700/750	100,000	81,000	135,000
Hawker 800/800XP/1000	125,000	90,000	158,000
Hawker 850/850XP/900/900XP	135,000	98,000	171,000
Learjet 35/36	88,000	76,000	112,000
Learjet 40/40XR/45/45XR	109,000	87,000	135,000
Learjet 55/60	117,000	92,000	150,000
Westwind I/II	84,000	75,000	101,000
<b>Light jets</b>			
Beechjet 400/Hawker 400XP	98,000	77,000	128,000
Citation I	70,000	60,000	89,000
CitationJet/CJ1/CJ2	87,000	68,000	120,000
Citation II/SII/Bravo/CJ3/CJ4	96,000	73,000	134,000
Citation V/Ultra/Encore	104,000	80,000	136,000
Learjet 31/31A	86,000	76,000	106,000
Premier I	93,000	74,000	121,000

	Average	Low	High
<b>Chief pilot</b>			
<b>Heavy intl jets</b>			
Airbus ACJ318/319	179,000	133,000	203,000
Boeing 727	155,000	115,000	166,000
Boeing 737/BBJ	178,000	135,000	203,000
Challenger 600/601	128,000	106,000	158,000
Challenger 604/605	152,000	109,000	192,000
Falcon 7X	162,000	120,000	195,000
Falcon 900/900EX	155,000	115,000	192,000
Global Express/Global 5000	174,000	132,000	213,000
Gulfstream IV/G450	156,000	114,000	211,000
Gulfstream V/G550	177,000	130,000	213,000
Gulfstream G650	185,000	134,000	218,000
<b>Large jets</b>			
Falcon 2000/2000EX	139,000	108,000	176,000
Gulfstream II	109,000	93,000	137,000
Gulfstream III	126,000	98,000	162,000
<b>Supermidsize jets</b>			
Challenger 300	126,000	99,000	152,000
Citation X	130,000	106,000	161,000
Embraer Legacy	120,000	94,000	141,000
Falcon 50/50EX	122,000	96,000	158,000
Gulfstream Galaxy/G200/G280	119,000	92,000	140,000
Hawker 4000 (Horizon)	124,000	96,000	145,000
<b>Midsized jets</b>			
Citation III/VI/VII	100,000	76,000	132,000
Citation Excel	102,000	73,000	131,000
Citation Sovereign	108,000	83,000	136,000
Falcon 20/200	93,000	70,000	121,000
Gulfstream G100/G150/Astra	102,000	79,000	127,000
Hawker 600/700/750	92,000	72,000	120,000
Hawker 800/800XP/1000	99,000	83,000	130,000
Hawker 850/850XP/900/900XP	116,000	87,000	140,000
Learjet 35/36	82,000	69,000	104,000
Learjet 40/40XR/45/45XR	97,000	78,000	110,000
Learjet 55/60	102,000	82,000	125,000
Westwind I/II	72,000	62,000	83,000
<b>Light jets</b>			
Beechjet 400/Hawker 400XP	85,000	67,000	110,000
Citation I	62,000	52,000	81,000
CitationJet/CJ1/CJ2	78,000	62,000	104,000
Citation II/SII/Bravo/CJ3/CJ4	89,000	65,000	122,000
Citation V/Ultra/Encore	91,000	66,000	125,000
Citation Mustang	70,000	62,000	93,000
Embraer Phenom 100/300	69,000	62,000	111,000
Learjet 31/31A	75,000	61,000	97,000
Premier I	77,000	63,000	100,000



Global 5000 corporate captains can make up to \$189,000 a year, average \$145,000, low \$109,000. First officers in this Global 5000 can receive a high of \$103,000, an average of \$92,000 or low \$77,000.

	Average	Low	High
<b>Captain</b>			
<b>Heavy intl jets</b>			
Airbus ACJ318/319	138,000	125,000	176,000
Boeing 727	124,000	102,000	145,000
Boeing 737/BBJ	135,000	124,000	165,000
Challenger 600/601	115,000	90,000	148,000
Challenger 604/605	124,000	95,000	164,000
Falcon 7X	132,000	96,000	170,000
Falcon 900/900EX	126,000	98,000	161,000
Global Express/Global 5000	145,000	109,000	189,000
Gulfstream IV/G450	132,000	101,000	169,000
Gulfstream V/G550	144,000	110,000	183,000
Gulfstream G650	148,000	113,000	195,000
<b>Large jets</b>			
Falcon 2000/2000EX	117,000	92,000	154,000
Gulfstream II	100,000	76,000	120,000
Gulfstream III	112,000	90,000	144,000
<b>Supermidsize jets</b>			
Challenger 300	108,000	85,000	128,000
Citation X	111,000	84,000	137,000
Embraer Legacy	102,000	79,000	126,000
Falcon 50/50EX	103,000	77,000	135,000
Gulfstream Galaxy/G200/G280	106,000	84,000	130,000
Hawker 4000 (Horizon)	108,000	85,000	128,000
<b>Midsized jets</b>			
Citation III/VI/VII	87,000	71,000	110,000
Citation Excel	84,000	68,000	110,000
Citation Sovereign	95,000	77,000	114,000
Falcon 20/200	80,000	61,000	105,000
Gulfstream G100/G150/Astra	93,000	75,000	112,000
Hawker 600/700/750	83,000	65,000	98,000
Hawker 800/800XP/1000	95,000	76,000	122,000
Hawker 850/850XP/900/900XP	101,000	83,000	126,000
Learjet 35/36	77,000	64,000	96,000
Learjet 40/40XR/45/45XR	92,000	72,000	98,000
Learjet 55/60	87,000	73,000	106,000
Westwind I/II	64,000	54,000	75,000
<b>Light jets</b>			
Beechjet 400/Hawker 400XP	72,000	60,000	94,000
Citation I	52,000	47,000	65,000
CitationJet/CJ1/CJ2	67,000	56,000	80,000
Citation II/SII/Bravo/CJ3/CJ4	76,000	55,000	98,000
Citation V/Ultra/Encore	81,000	61,000	103,000
Citation Mustang	64,000	55,000	80,000
Embraer Phenom 100/300	61,000	53,000	82,000
Learjet 31/31A	69,000	54,000	87,000
Premier I	66,000	54,000	85,000

	Average	Low	High
<b>First officer/copilot</b>			
<b>Heavy intl jets</b>			
Airbus ACJ318/319	85,000	75,000	98,000
Boeing 727	78,000	66,000	89,000
Boeing 737/BBJ	84,000	74,000	100,000
Challenger 600/601	76,000	68,000	87,000
Challenger 604/605	81,000	74,000	91,000
Falcon 7X	87,000	75,000	100,000
Falcon 900/900EX	90,000	76,000	101,000
Global Express/Global 5000	92,000	77,000	103,000
Gulfstream IV/G450	89,000	74,000	98,000
Gulfstream V/G550	91,000	78,000	105,000
Gulfstream G650	95,000	82,000	109,000
<b>Large jets</b>			
Falcon 2000/2000EX	80,000	67,000	92,000
Gulfstream II	66,000	55,000	83,000
Gulfstream III	76,000	65,000	88,000
<b>Supermidsize jets</b>			
Challenger 300	73,000	59,000	84,000
Citation X	77,000	64,000	90,000
Embraer Legacy	67,000	54,000	81,000
Falcon 50/50EX	74,000	57,000	85,000
Gulfstream Galaxy/G200/G280	68,000	53,000	82,000
Hawker 4000 (Horizon)	72,000	58,000	83,000
<b>Midsized jets</b>			
Citation III/VI/VII	58,000	50,000	74,000
Citation Excel	56,000	47,000	64,000
Citation Sovereign	63,000	52,000	78,000
Falcon 20/200	52,000	41,000	64,000
Gulfstream G100/G150/Astra	58,000	48,000	71,000
Hawker 600/700/750	54,000	39,000	63,000
Hawker 800/800XP/1000	63,000	52,000	77,000
Hawker 850/850XP/900/900XP	66,000	53,000	80,000
Learjet 35/36	50,000	41,000	58,000
Learjet 40/40XR/45/45XR	58,000	47,000	66,000
Learjet 55/60	61,000	52,000	70,000
Westwind I/II	45,000	35,000	54,000
<b>Light jets</b>			
Beechjet 400/Hawker 400XP	49,000	43,000	57,000
Citation I	36,000	33,000	46,000
CitationJet/CJ1/CJ2	44,000	36,000	51,000
Citation II/SII/Bravo/CJ3/CJ4	48,000	42,000	54,000
Citation V/Ultra/Encore	49,000	41,000	55,000
Learjet 31/31A	45,000	38,000	54,000
Premier I	42,000	36,000	52,000



Beech King Air 350 av dept mgr under Part 91 can earn annually a top of \$103,000, average of \$85,000, low \$69,000. Chief pilot can receive a high of \$96,000, average \$79,000, low \$57,000. And captains may have a high \$89,000, average \$72,000 or low \$53,000.



Sikorsky S76 corporate av dept mgr can aspire to a high of \$172,000, average \$126,000 or low \$106,000. A Part 91 captain may earn a high \$149,000, average \$114,000 or low \$99,000.

### Corporate turboprop

Aviation dept mgr	Average	Low	High
Caravan	56,000	48,000	75,000
Cheyenne II/III	63,000	51,000	81,000
Conquest II	64,000	54,000	82,000
Gulfstream I	66,000	58,000	85,000
King Air 90/100	74,000	59,000	96,000
King Air 200	82,000	65,000	98,000
King Air 300/350	85,000	69,000	103,000
Malibu Meridian	60,000	53,000	82,000
Merlin II/III/IV	66,000	48,000	79,000
Mitsubishi MU2	60,000	47,000	77,000
Piaggio P180 Avanti	76,000	64,000	94,000
Pilatus PC12	76,000	63,000	92,000
TBM700/850	66,000	57,000	81,000
Turbo Commander	66,000	57,000	82,000

Chief pilot	Average	Low	High
Caravan	53,000	45,000	69,000
Cheyenne II/III	57,000	46,000	74,000
Conquest II	61,000	50,000	76,000
Gulfstream I	63,000	53,000	78,000
King Air 90/100	67,000	50,000	86,000
King Air 200	75,000	54,000	92,000
King Air 300/350	79,000	57,000	96,000
Malibu Meridian	52,000	48,000	66,000
Merlin II/III/IV	58,000	44,000	68,000
Mitsubishi MU2	55,000	44,000	72,000
Piaggio P180 Avanti	71,000	59,000	89,000
Pilatus PC12	68,000	54,000	88,000
TBM700/850	60,000	53,000	78,000
Turbo Commander	58,000	53,000	77,000

Captain	Average	Low	High
Beechcraft 1900	66,000	50,000	81,000
Caravan	51,000	41,000	64,000
Cheyenne II/III	53,000	42,000	70,000
Conquest II	54,000	47,000	72,000
Gulfstream I	60,000	49,000	74,000
King Air 90/100	62,000	47,000	77,000
King Air 200	68,000	50,000	84,000
King Air 300/350	72,000	53,000	89,000
Malibu Meridian	46,000	43,000	61,000
Merlin II/III/IV	52,000	41,000	65,000
Mitsubishi MU2	52,000	42,000	67,000
Piaggio P180 Avanti	68,000	52,000	78,000
Pilatus PC12	60,000	49,000	76,000
TBM700/850	55,000	50,000	67,000
Turbo Commander	55,000	49,000	69,000

### Corporate helicopter

Aviation dept mgr	Average	Low	High
Agusta A109	87,000	72,000	104,000
AgustaWestland AW139	123,000	105,000	133,000
Bell 206/206L/A119 Koala	78,000	66,000	99,000
Bell 212/222/230	83,000	68,000	100,000
Bell 407/EC130	85,000	74,000	100,000
Bell 412/430	86,000	74,000	104,000
Bell 429	92,000	80,000	120,000
Eurocopter AS350/EC120	79,000	70,000	96,000
Eurocopter AS355/EC135	81,000	71,000	99,000
Eurocopter AS365/EC155	106,000	96,000	142,000
Eurocopter EC145	92,000	82,000	121,000
MD500 series	78,000	66,000	100,000
MD900 series	92,000	82,000	121,000
Sikorsky S76	126,000	106,000	172,000
Sikorsky S92	129,000	116,000	184,000

Chief pilot	Average	Low	High
Agusta A109	83,000	66,000	96,000
AgustaWestland AW139	113,000	97,000	118,000
Bell 206/206L/A119 Koala	74,000	57,000	91,000
Bell 212/222/230	78,000	63,000	86,000
Bell 407/EC130	81,000	70,000	96,000
Bell 412/430	83,000	68,000	97,000
Bell 429	87,000	74,000	112,000
Eurocopter AS350/EC120	74,000	60,000	90,000
Eurocopter AS355/EC135	77,000	61,000	95,000
Eurocopter AS365/EC155	103,000	87,000	132,000
Eurocopter EC145	90,000	76,000	112,000
MD500 series	74,000	57,000	91,000
MD900 series	89,000	75,000	111,000
Sikorsky S76	120,000	105,000	160,000
Sikorsky S92	125,000	110,000	171,000

Captain	Average	Low	High
Agusta A109	79,000	63,000	92,000
AgustaWestland AW139	102,000	95,000	108,000
Bell 206/206L/A119 Koala	69,000	53,000	81,000
Bell 212/222/230	75,000	58,000	84,000
Bell 407/EC130	76,000	61,000	86,000
Bell 412/430	77,000	65,000	93,000
Bell 429	83,000	65,000	103,000
Eurocopter AS350/EC120	70,000	55,000	83,000
Eurocopter AS355/EC135	72,000	58,000	88,000
Eurocopter AS365/EC155	100,000	82,000	120,000
Eurocopter EC145	86,000	66,000	107,000
MD500 series	69,000	53,000	81,000
MD900 series	86,000	66,000	107,000
Sikorsky S76	114,000	99,000	149,000
Sikorsky S92	117,000	105,000	158,000

## Charter jet

	Average	Low	High
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### Captain

#### Heavy intl jets and large jets

Airbus ACJ319	138,000	110,000	154,000
Boeing 737/BBJ	137,000	109,000	153,000
Boeing 757/767	140,000	112,000	156,000
Challenger 600/601	98,000	88,000	118,000
Challenger 604/605	109,000	95,000	130,000
Falcon 900/900EX	117,000	98,000	138,000
Falcon 2000/2000EX	112,000	90,000	126,000
Global Express/Global 5000	129,000	103,000	144,000
Gulfstream III	107,000	83,000	124,000
Gulfstream IV/G450	122,000	100,000	141,000
Gulfstream V/G550	134,000	105,000	148,000

#### Supermidsize and midsize jets

Challenger 300	103,000	81,000	123,000
Citation III/VI/VII	88,000	68,000	100,000
Citation Excel	77,000	64,000	90,000
Citation Sovereign	82,000	69,000	98,000
Citation X	103,000	82,000	124,000
Embraer Legacy	90,000	75,000	96,000
Falcon 50/50EX	96,000	76,000	108,000
Gulfstream G100/G150/Astra	86,000	68,000	103,000
Gulfstream G200/Galaxy	95,000	76,000	115,000
Hawker 600/700	71,000	58,000	89,000
Hawker 800/800XP/1000	90,000	73,000	104,000
Hawker 850/850XP/900/900XP	93,000	74,000	107,000
Hawker 4000 (Horizon)	100,000	80,000	119,000
Learjet 35/36	70,000	59,000	85,000
Learjet 40/40XR/45/45XR	75,000	63,000	90,000
Learjet 55/60	84,000	70,000	104,000

#### Light jets

Beechjet 400/Hawker 400XP	71,000	55,000	91,000
CitationJet/CJ1/CJ2	64,000	52,000	78,000
Citation Bravo/CJ3/CJ4	68,000	53,000	82,000
Citation V/Ultra/Encore	70,000	54,000	90,000
Citation Mustang	65,000	52,000	76,000
Embraer Phenom 100/300	66,000	53,000	78,000
Learjet 31/31A	64,000	52,000	67,000
Premier I	65,000	52,000	71,000

### First officer/copilot

#### Heavy intl and large jets

Airbus ACJ319	79,000	60,000	102,000
Boeing 737/BBJ	78,000	60,000	101,000
Boeing 757/767	79,000	60,000	102,000
Challenger 600/601	71,000	56,000	83,000
Challenger 604/605	73,000	58,000	85,000
Falcon 900/900EX	79,000	60,000	96,000
Falcon 2000/2000EX	76,000	59,000	88,000
Global Express/Global 5000	80,000	61,000	97,000
Gulfstream III	61,000	52,000	78,000
Gulfstream IV/G450	74,000	53,000	84,000
Gulfstream V/G550	78,000	59,000	90,000



A captain of a Citation Sovereign operating under Part 135 can receive a yearly high of \$98,000, average \$82,000 or a low of \$69,000. A first officer or copilot in the cockpit of this Sovereign can earn a top of \$73,000, average of \$56,000 or low of \$48,000.

	Average	Low	High
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#### Supermidsize and midsize jets

Challenger 300	57,000	50,000	76,000
Citation III/VI/VII	54,000	45,000	69,000
Citation Excel	52,000	41,000	57,000
Citation Sovereign	56,000	48,000	73,000
Citation X	74,000	54,000	85,000
Embraer Legacy	56,000	48,000	65,000
Falcon 50/50EX	68,000	53,000	80,000
Gulfstream G100/G150/Astra	54,000	46,000	69,000
Gulfstream G200/Galaxy	57,000	48,000	72,000
Hawker 600/700	50,000	37,000	58,000
Hawker 800/800XP/1000	56,000	44,000	70,000
Hawker 850/850XP/900/900XP	58,000	48,000	72,000
Hawker 4000 (Horizon)	59,000	49,000	79,000
Learjet 35/36	48,000	38,000	56,000
Learjet 40/40XR/45/45XR	49,000	39,000	57,000
Learjet 55/60	52,000	45,000	68,000

#### Light jets

Beechjet 400/Hawker 400XP	44,000	37,000	53,000
CitationJet/CJ1/CJ2	43,000	36,000	48,000
Citation Bravo/CJ3/CJ4	44,000	37,000	51,000
Citation V/Ultra/Encore	46,000	39,000	54,000
Learjet 31/31A	42,000	32,000	47,000
Premier I	38,000	31,000	46,000

## Charter turboprop

### Captain

Caravan/Conquest	47,000	39,000	59,000
King Air 90/100	53,000	45,000	69,000
King Air 200	59,000	48,000	72,000
King Air 300/350	62,000	51,000	77,000
Piaggio P180 Avanti	56,000	47,000	69,000
Pilatus PC12	53,000	46,000	68,000

### First officer/copilot

King Air 90/100	36,000	32,000	53,000
King Air 200	39,000	36,000	54,000
King Air 300/350	43,000	37,000	57,000



MD900 charter helicopter captains will make salaries that go up to \$80,000 annually as the highest, \$62,000 on average and \$50,000 on the low end.



Regional captains flying Embraer ERJ145 under Part 121 can be paid as high as \$118,000, an average of \$86,000 and as low as \$65,000. First officers on the same aircraft may earn an average of \$42,000, as high as \$64,000 and \$32,000 as the low.

### Charter helicopter

	Average	Low	High
<b>Captain</b>			
Agusta A109	67,000	54,000	83,000
Bell 206/206L	61,000	50,000	78,000
Bell 230	64,000	57,000	82,000
Bell 407	66,000	58,000	83,000
Bell 412/430	68,000	63,000	85,000
Bell 429	74,000	61,000	93,000
Eurocopter AS350/EC120	60,000	52,000	79,000
Eurocopter AS355/EC135	65,000	56,000	84,000
Eurocopter AS365/AW139	78,000	69,000	97,000
Eurocopter EC145	76,000	62,000	95,000
MD900	62,000	50,000	80,000
Sikorsky S76	96,000	88,000	126,000
<b>First officer/copilot</b>			
Eurocopter AS365/AW139	55,000	46,000	69,000
Sikorsky S76	62,000	50,000	79,000

### Regional jet

	Average	Low	High
<b>Captain</b>			
Bombardier CRJ100/200	86,000	62,000	118,000
Bombardier CRJ700	97,000	68,000	122,000
Bombardier CRJ900	102,000	78,000	126,000
Embraer ERJ135	83,000	57,000	98,000
Embraer ERJ140/145	86,000	65,000	118,000
Embraer 170/175	98,000	70,000	122,000
Embraer 190/195	104,000	77,000	126,000
<b>First officer</b>			
Bombardier CRJ100/200	41,000	29,000	57,000
Bombardier CRJ700	42,000	34,000	65,000
Bombardier CRJ900	49,000	37,000	68,000
Embraer ERJ135	41,000	29,000	57,000
Embraer ERJ140/145	42,000	32,000	64,000
Embraer 170/175	45,000	35,000	66,000
Embraer 190/195	49,000	37,000	68,000



Regional airline captains on the ATR72 can earn as high as \$87,000, an average of \$77,000 and \$64,000 the low. First officers on the ATR72 can aspire to make \$56,000 as the high, an average of \$41,000 and as low as \$29,000.

### Regional turboprop

	Average	Low	High
<b>Captain</b>			
ATR72	77,000	64,000	87,000
Beech 1900C/D	47,000	35,000	63,000
DHC Dash 8-100/200/300	72,000	47,000	90,000
DHC Dash 8-Q400	86,000	70,000	102,000
Saab 340	59,000	43,000	81,000
<b>First officer</b>			
ATR72	41,000	29,000	56,000
Beech 1900C/D	31,000	26,000	41,000
DHC Dash 8-100/200/300	39,000	29,000	50,000
DHC Dash 8-Q400	44,000	33,000	55,000
Saab 340	37,000	28,000	46,000

2013 Major US Airline Pay Survey provided by  
 FAPA.aero, Florence AL. 1-800-JET-JOBS  
 Courtesy of Pres Louis Smith.



Delta Air Lines' new collective bargaining agreement with ALPA increased the annual pay of senior captains on the Boeing 747 to nearly \$250,000. FAPA.aero's financial planning division now estimates that career earnings for a 25-year old pilot hired at Delta would exceed \$8 million, not including retirement benefits provided by the airline.  
 —Louis Smith



## Major US airline jet

Annual pay based on 80 hrs per month and size of aircraft flown.

Airline	1st year FO or FE smallest a/c		5th year FO medium a/c		10th year Capt smallest a/c		Max Capt largest a/c	
<b>AIRTRAN</b>	\$41,040	B717/B737	\$87,370	B717/B737	\$148,858	B717/B737	\$156,691	B717/B737
<b>ALASKA</b>	\$45,847	B737	\$100,345	B737	\$167,052	B737	\$173,173	B737
<b>AMERICAN</b>	\$33,600	MD80	\$95,040	B757	\$170,880	MD80	\$204,480	B777
<b>DELTA</b>	\$58,579	DC9	\$121,915	B737	\$167,437	DC9/717	\$244,550	B747/777
<b>FEDEX</b>	\$58,725	B727	\$123,041	B727	\$198,224	B727	\$242,893	MD11/A300/A310
<b>JETBLUE</b>	\$45,120	EMB190	\$87,888	A320	\$133,709	EMB190	\$152,352	A320
<b>SOUTHWEST</b>	\$54,720	B737	\$123,619	B737	\$201,427	B737	\$205,872	B737
<b>UNITED</b>	\$58,483	A320/B737	\$130,641	B757/B767	\$171,360	A320/B737	\$225,389	B777/B747
<b>UPS</b>	\$33,946	All	\$128,698	All	\$217,939	All	\$227,674	All
<b>US AIRWAYS</b>	\$39,571	EMB190	\$83,136	B757/B767	\$90,950	EMB190	\$153,178	A330
<b>AVERAGE</b>	<b>\$46,963</b>		<b>\$108,169</b>		<b>\$166,784</b>		<b>\$198,625</b>	

**Note:**

Pay shown is based on 960 credit hours per year.

Pilots for all carriers can earn considerably more with intl overrides, overtime, special credits and per diem.

AirTran: Merging with Southwest. AirTran pilots reach pay parity with Southwest pilots beginning in 2014, contingent upon transition to Southwest aircraft.

American: Plans merger with US Airways. Pilots reach pay parity with Delta and United pilots in 2016 under collective bargaining agreement.

Delta: Collective bargaining agreement provides for pay raises of 3% in 2014 and 2015.

United: Collective bargaining agreement provides for pay raises of 8.5% in 2014 and 3% annually in 2015 through 2017.

US Airways: Plans merger with American. Pilots (America West & US Airways) will receive back pay and parity with American Airline's pilots if planned merger is consummated.

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## Monthly military basic rates of pay

Effective Jan 1, 2013

Cumulative years of service. Commissioned officers.															
Pay															
years	<2	2	3	4	6	8	10	12	14	16	18	20	22	24	26
<b>grade</b>															
<b>0-10</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14975.10	14975.10	14975.10	14975.10
<b>0-9</b>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13917.60	14118.60	14408.10	14913.30
<b>0-8</b>	9847.80	10170.30	10384.50	10444.20	10711.50	11157.60	11261.40	11685.00	11806.50	12171.60	12700.20	13187.10	13512.30	13512.30	13512.30
<b>0-7</b>	8182.50	8562.90	8738.70	8878.50	9131.70	9381.90	9671.10	9959.40	10248.60	11157.60	11924.70	11924.70	11924.70	11924.70	11985.60
<b>0-6</b>	6064.80	6663.00	7100.10	7100.10	7127.10	7432.80	7473.00	7473.00	7897.80	8648.70	9089.40	9529.80	9780.60	10034.40	10526.70
<b>0-5</b>	5055.90	5695.50	6089.70	6164.10	6410.10	6557.10	6880.80	7118.40	7425.30	7895.10	8118.00	8338.80	8589.90	8589.90	8589.90
<b>0-4</b>	4362.30	5049.90	5386.80	5461.80	5774.70	6109.80	6527.70	6852.90	7078.80	7208.70	7283.70	7283.70	7283.70	7283.70	7283.70
<b>0-3</b>	3835.50	4347.90	4692.90	5116.50	5361.60	5630.70	5804.70	6090.60	6240.00	6240.00	6240.00	6240.00	6240.00	6240.00	6240.00
<b>0-2</b>	3314.10	3774.30	4347.00	4493.70	4586.40	4586.40	4586.40	4586.40	4586.40	4586.40	4586.40	4586.40	4586.40	4586.40	4586.40
<b>0-1</b>	2876.40	2994.00	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20	3619.20

Data published by the Office of the Under Secretary of Defense, Personnel & Readiness





Police helicopter pilots flying the Eurocopter AS365 can receive an average annual salary of \$93,000, high of \$102,000, low \$78,000.



Bell 429 captains in EMS can earn a top annual salary of \$93,000, average of \$76,000 and low of \$62,000.

### Police helicopter

	Average	Low	High
<b>Captain</b>			
Bell 412/430	95,000	81,000	105,000
Bell 206/207/OH58	82,000	65,000	98,000
Bell 212	84,000	68,000	100,000
Bell 407/EC130	85,000	67,000	97,000
Eurocopter AS350/EC120	83,000	62,000	96,000
Eurocopter AS355/EC135	85,000	66,000	99,000
Eurocopter AS365N/AW139	93,000	78,000	102,000
Hughes 500/Schweizer 330	72,000	61,000	85,000
MD900	80,000	64,000	96,000
Sikorsky S76	99,000	79,000	109,000
Sikorsky UH60 Black Hawk	98,000	78,000	108,000



Captains operating an AgustaWestland AW139 offshore can make up to \$117,000 a year. Average is \$105,000 and low is \$80,000.

### Offshore helicopter

	Average	Low	High
<b>Captain</b>			
AgustaWestland AW139	105,000	80,000	117,000
Bell 206/206L/OH58	76,000	64,000	85,000
Bell 407/EC130	82,000	67,000	92,000
Bell 212/230	84,000	68,000	95,000
Bell 412/430	89,000	72,000	97,000
Eurocopter AS350/EC120	76,000	64,000	86,000
Eurocopter AS355/EC135	80,000	69,000	90,000
Sikorsky S61	87,000	73,000	95,000
Sikorsky S76	105,000	80,000	118,000
Sikorsky S92	107,000	92,000	123,000

### Electronic news gathering (ENG) helicopter

	Average	Low	High
<b>Captain</b>			
Bell 206/206L/407/OH58	67,000	55,000	89,000
Eurocopter AS350/EC120	68,000	56,000	90,000
Eurocopter AS355/EC135	70,000	58,000	92,000

### Emergency medical service (EMS) helicopter

	Average	Low	High
<b>Captain</b>			
Agusta A109	80,000	64,000	96,000
Agusta A119 Koala	73,000	57,000	92,000
AgustaWestland AW139	90,000	65,000	105,000
Bell 206/206L/OH58	67,000	56,000	83,000
Bell 407/EC130	68,000	65,000	90,000
Bell 412/427/430	79,000	62,000	92,000
Bell 429	76,000	62,000	93,000
Eurocopter AS350/EC120	69,000	56,000	81,000
Eurocopter AS355/EC135	72,000	62,000	88,000
Eurocopter AS365/EC155	82,000	65,000	96,000
Eurocopter EC145	77,000	64,000	94,000
MD900 series	65,000	53,000	77,000
Sikorsky S76	93,000	67,000	108,000

### Emergency medical service (EMS) fixed-wing

	Average	Low	High
<b>Captain</b>			
King Air 90/100	61,000	53,000	70,000
King Air 200/300/350	68,000	55,000	82,000
Learjet 20 series	46,000	42,000	60,000
Learjet 31/31A	48,000	45,000	61,000
Learjet 35/36	54,000	47,000	70,000
Learjet 45/55/60	67,000	60,000	84,000
Pilatus PC12	63,000	57,000	73,000

Heavylift helicopter captains flying a Sikorsky S64 can reach a high of \$107,000 annually. Low is \$72,000 while average is \$80,000.



### Logging/construction helicopter

	Average	Low	High
<b>Captain</b>			
Bell 205/212/214/412	73,000	62,000	90,000
Boeing BV107/234	76,000	65,000	99,000
Kaman K-Max	77,000	68,000	104,000
Sikorsky S64	80,000	72,000	107,000

# 2013 International Salary Study

All salaries given in US dollars

Annual salary for an overseas Part 91 aviation dept mgr operating a heavy jet such as this Dassault Falcon 7X can top \$195,000. Average is \$163,000 and low \$120,000. A chief pilot can make up to \$166,000 a year, with an average salary of \$145,000 and low of \$109,000.



<b>Corporate intl</b>			
Jet	Average	Low	High
<b>Heavy intl jets</b>			
Aviation dept manager	163,000	120,000	195,000
Chief pilot	145,000	109,000	166,000
Captain	127,000	89,000	156,000
<b>Large jets</b>			
Aviation dept manager	128,000	98,000	151,000
Chief pilot	114,000	86,000	137,000
Captain	107,000	81,000	127,000
<b>Supermidsize and midsize jets</b>			
Aviation dept manager	121,000	91,000	135,000
Chief pilot	106,000	78,000	117,000
Captain	95,000	66,000	113,000
<b>Light and entry-level jets</b>			
Aviation dept manager	106,000	80,000	116,000
Chief pilot	93,000	68,000	106,000
Captain	82,000	59,000	98,000
<b>Turboprop</b>			
Aviation dept manager	95,000	68,000	106,000
Chief pilot	81,000	55,000	96,000
Captain	73,000	49,000	87,000
<b>Helicopter</b>			
Aviation dept manager	101,000	82,000	122,000
Chief pilot	86,000	69,000	106,000
Captain	78,000	58,000	99,000
<b>Charter intl</b>			
<b>Jet</b>			
<b>Heavy intl and large jets</b>			
Captain	120,000	81,000	147,000
<b>Supermidsize and midsize jets</b>			
Captain	94,000	67,000	109,000
<b>Light and entry-level jets</b>			
Captain	78,000	57,000	95,000
<b>Turboprop</b>			
Captain	68,000	45,000	85,000
<b>Helicopter</b>			
Captain	70,000	50,000	90,000

<b>Regional intl</b>			
Jet	Average	Low	High
<b>Captain</b>			
Avro RJ65/85	86,000	72,000	107,000
Bombardier CRJ100/200	84,000	70,000	104,000
Bombardier CRJ700	90,000	82,000	108,000
Bombardier CRJ900	99,000	85,000	119,000
Embraer ERJ135	74,000	67,000	92,000
Embraer ERJ145	85,000	70,000	105,000
Embraer 170/175	90,000	82,000	107,000
Embraer 190/195	98,000	85,000	114,000
Fairchild Dornier 328JET	70,000	59,000	90,000
Fokker 70/100	73,000	65,000	90,000
<b>First officer</b>			
Avro RJ65/85	47,000	37,000	62,000
Bombardier CRJ100/200	46,000	36,000	66,000
Bombardier CRJ700	50,000	40,000	70,000
Bombardier CRJ900	55,000	44,000	75,000
Embraer ERJ135	44,000	35,000	62,000
Embraer ERJ145	47,000	37,000	68,000
Embraer 170/175	49,000	40,000	71,000
Embraer 190/195	55,000	44,000	74,000
Fairchild Dornier 328JET	47,000	37,000	61,000
Fokker 70/100	46,000	36,000	60,000
<b>Turboprop</b>			
<b>Captain</b>			
ATR42	58,000	50,000	73,000
ATR72	66,000	53,000	81,000
Beech 1900C/D	51,000	39,000	64,000
DHC Dash 8-100/200/300	66,000	51,000	80,000
DHC Dash 8-Q400	75,000	57,000	87,000
Fairchild Dornier 328	53,000	42,000	66,000
Saab 340	56,000	47,000	73,000
Saab 2000	67,000	51,000	80,000
<b>First officer</b>			
ATR42	40,000	33,000	55,000
ATR72	44,000	36,000	60,000
Beech 1900C/D	33,000	30,000	44,000
DHC Dash 8-100/200/300	44,000	34,000	55,000
DHC Dash 8-Q400	47,000	38,000	61,000
Fairchild Dornier 328	39,000	33,000	52,000
Saab 340	39,000	32,000	52,000
Saab 2000	43,000	36,000	61,000